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SEQUEL TO THE SPANISH-
AMERICAN WAR.

ACTION BY A MANILA VIEW.

An action of considerable interest was begun
in the Supreme Court at Singapore on the 6th
inst. It is a claim brought by a Mr. Lichauco,
a Manila merchant, against Messrs. Riley
Hargreaves and Co. to recover damages which
he alleges he has suffered through the failure
of the defendants to fulfil a contract for the
supply of certain marine engines—the said
contract being entered into in December, 1897.
The total amount of the claim reaches approxi-
mately \$150,000.Mr. Delany, plaintiff's counsel, in opening the
case, said that Mr. Lichauco ordered from the
defendants in December, 1897, three sets of
engines for launches, to be delivered at
Manila in four months. The engines were due
on March 1st, and Mr. Lichauco was anxious
for their arrival because the hulls of the new
launches were ready to receive them and he had
already entered into a contract with a man who
had agreed to charter two of the launches as
from April 1st, 1898, at the net price of \$50
and \$40 per day respectively. The date for the
expiry of the contract arrived and no
engines came. The moment they became
available, Mr. Lichauco complained of the non-
delivery, and wrote a letter, giving defendants
notice, at the earliest possible moment
of the damage he was suffering and demand-
ing immediate delivery of the engines. He was
told the engines were coming. On March 17th
he made up his mind to communicate direct with
Riley Hargreaves & Co. in Singapore and he
wrote a letter to them in Spanish. He said
that the launches were nearly finished and that
the delay in delivery of the engines was causing
him damage. Later on he begged the firm to
push on with the work, and to send him
certain parts of the engines which he might
be putting into the hulls. At this time
the war between Spain and America broke out
in the Philippines. A letter was again written
stating that trouble would ensue over the non-
delivery of the machinery, as the hulls of the
launches were lying at Manila, and if the
engines had been delivered to time the launches
might have escaped up the River Pasig. The
American fleet had left Hongkong, and Manila
was expecting a bombardment. On May 1st
occurred the battle of Manila Bay, and the
Spanish fleet was destroyed; and the Spaniards
remained in possession of the town till August
13th following. Between these two dates
Manila was blockaded by the American fleet.
The earnings of launches at Manila about that
time were enormously enhanced, because when
the people were expecting a bombardment they
were willing to pay almost anything to get away
before the American ships arrived. However
plaintiff did not ask for damages on that basis.
During the blockade, plaintiff again wrote on
the matter. The blockade was raised on August
13th, when Manila capitulated to the Americans.
The plaintiff immediately went to Hongkong,
where he ordered some engines from the Whit-
comb Dock Co., leaving behind him his brother,
who had full instructions to take over the engines
due from Singapore. When he was in Hong-
kong, plaintiff again wrote to Singapore.
Letters were continually being sent, and the only
reply given was that the engines were coming.
In a letter dated Jan. 5th, 1899, defendants
stated that the engines ordered had been sold
at the time of the rebellion as they (defendants)
saw no hope of the plaintiff being able to take
them off their hands. But, the defendants
added, they were now pushing on with other
engines for early delivery to plaintiff. This
letter showed that Riley Hargreaves and Co.
recognised the contract. On January 1st
of 1899 the business of Riley Hargreaves
and Co. and all its current contracts was
acquired by Riley Hargreaves and Co., Ltd.
In February plaintiff returned to Manila, and
being extremely dissatisfied took the advice of
Mr. Lovering, an American lawyer, who there-
upon wrote stating that he was instructed to
commence legal proceedings, but that his client
hoped it would be possible to come to an
amicable settlement. Riley Hargreaves replied
that they thought they were justified in selling
the engines to avoid having them thrown on
their hands; and it seemed that Riley Har-
greaves & Co. were of opinion that they were
able to repudiate their contract at any time.
But they added that they were still pushing on
with the other engines. In August of the same
year, Mr. Lichauco was suspected of having
leanings towards the insurgents and was
arrested by General Otis and thrown into prison.
He was in Manila gaol from August 14th to
Dec. 8th, 1899, as a political prisoner.
Prisoner wrote another letter to Riley Har-
greaves & Co. and afterwards had an interview
in the prison with Mr. W. M. Robertson,
defendants' manager, who subsequently wrote
a letter agreeing to deliver the engines within
three months from October 1899. Mr. Lichauco
was released in December, and still the engines
did not arrive. In 1900 the plaintiff came to
Singapore and instituted legal proceedings.
After the writ was issued, the \$5,000 deposit
which had been made was paid into Court by
the defendants, and that was the first
opportunity the plaintiff had of getting his
money back. The case is proceeding.

LAW IN NOAH'S TIME.

A remarkable code of laws, which existed soon
after the period when Noah left the Ark, and
which would have done credit to the twentieth
century, has been translated by Mr. C. H. W.
Jones, lecturer in Assyriology at Queen's
College, Cambridge, and published in Edin-
burgh. These laws, which were enacted by
Hammurabi, King of Babylon, whose rule
extended from the mouths of the Tigris and
Euphrates to the Mediterranean coast, were
discovered by a French expedition in January
of last year on a monument at Sana (the
Shusan of the Old Testament), one of the
capitals of ancient Persia. The monument
itself consisted of a block of black diorite, or
greenstone, nearly eight feet high.The first of the laws deals with witchcraft,
and declares that if a man "waves a spell or
put a ban upon a man" he shall be put to death.
There also seems to have been some trouble
with burglars, for Law 21 states: "If a man
has broken into a house, one shall kill him
before the breach, and bury him in it."Divorce was an easy matter for a woman.
She had only to "hate her husband" and be
without vice, and then she could "take her
marriage portion and go off to her father's
house." But, on the other hand, she was "a
geer-about," had "wasted her house," or
"battered her husband," she was to be "thrown
into the waters."The law of assault was on the principle of
"an eye for an eye and a tooth for a tooth." If
a man "shattered a gentleman's limb," one of
his limbs was also to be shattered. If he caused
a tooth "to fall out," one of his teeth was to be
made to fall out.There were drastic remedies against inefficient
doctors and jury-builders. "If the doctor,"
runs the 218th law, "has treated a gentleman
for a severe wound with a lancet and has caused
the gentleman to die, one shall cut off
his hands." The jury-builder who built a house
which fell on its owner was put to death.THE FINEST FABRIC
made by human skill is coarse compared with
the lining of the bowels. When this tender
membrane is irritated we have griping pains,
diarrhoea and cholera morbus. Whatever be
the cause of the trouble, take Perry
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NOTICE TO SHAREHOLDERS.

THE FIFTH ORDINARY ANNUAL
MEETING OF SHAREHOLDERS
in the above Company will be held at the
COMPANY'S OFFICE, No. 2, Canaught
Road, at a Noon, on WEDNESDAY, 20th
MAY, for the purpose of receiving the Report
of the Directors, with a Statement of Accounts
for 1902.The TRANSFER BOOKS of the Company
will be CLOSED from the 15th to the 20th
MAY, both days inclusive.R. J. MACGOWAN,
Acting Secretary.
Hongkong, 9th May, 1903.

NOTICES OF FIRMS

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Hongkong, 1st May, 1903.

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THE Business of Share and General Brokers
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MICHAEL has this day been Dissolved by
Mutual Consent. All Outstanding Contracts
and Accounts will be attended to by Mr. R. A.
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business in his own name.R. A. GUBBAY,
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fact, to be invited to contribute to its pages has long been regarded by literary men as a great
distinction. Now that the Tenth Edition (35 vols.) of this work has been completed,
it is interesting to note that while the list of contributors to the present edition includes a host
of names in every sphere of contemporary life, an equally distinguished company of
literary men assisted in the work of preparing the earlier editions. Among these we find the
supplement to the fifth edition, Sir Walter Scott, Macaulay, Arago, Malthe, Ricardo, James
Mill, Halliwell, Do Quincy, Sir David Brewster, Kingsley and Professor Owen. The Tenth
Edition, which is necessarily the largest ever issued, engaged the services of more than 2,000
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NEW YORK, via SUEZ CANAL	HEATHFORD	Brit. str.	2 m.	W. Scott Hunter	PORTLAND & ASIATIC S.S. CO.	On 31st inst.
NEW YORK, via SUEZ CANAL	NUBIA	Ger. str.	2 m.	von Hoff	PORTLAND & ASIATIC S.S. CO.	On 3rd June, at Noon.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	C. H. Butler	NIPPON YUSEN KAISHA	On 19th inst. at 4 P.M.
VANCOUVER, via SHANGHAI, &c.	ATHEANIAN	Brit. str.	2 m.	C. H. Butler	NIPPON YUSEN KAISHA	On 23rd inst.
VICTORIA (B.C.) & TACOMA via JAPAN	YOKOHAMA	Jap. str.	2 m.	J. B. McMillan	NIPPON YUSEN KAISHA	On 2nd June, at 4 P.M.
VICTORIA (B.C.) & TACOMA via JAPAN	AKI MARU	Jap. str.	2 m.	J. B. McMillan	NIPPON YUSEN KAISHA	On 22nd inst.
PORTLAND, OREGON	INDRAPURA	Brit. str.	2 m.	Hollingsworth	PORTLAND & ASIATIC S.S. CO.	On 24th inst. at 4 P.M.
AUSTRALIAN PORTS	KANAWA MARU	Jap. str.	2 m.	W. Scott Hunter	PORTLAND & ASIATIC S.S. CO.	On 25th inst.
AUSTRALIAN PORTS	THURAI	Brit. str.	2 m.	W. Scott Hunter	PORTLAND & ASIATIC S.S. CO.	On 28th inst.
YOKOHAMA & KOBE	MOEWA	Aus. str.	2 m.	Gillhuber	SANDER, WIELE & CO.	On 18th inst. P.M.
YOKOHAMA & KOBE	CANTON	Brit. str.	2 m.	C. F. Lockstone, R.M.R.	P. & O. S. N. Co.	On or about 20th inst.
YOKOHAMA & KOBE	NANKIN	Brit. str.	2 m.	G. M. Montford	P. & O. S. N. Co.	On or about 18th inst.
YOKOHAMA & KOBE	LOTHIAN	Brit. str.	2 m.	Williamson	J. S. VAN BUREN	On 21st inst. at Noon.
YOKOHAMA & KOBE	CHANG HAI	Brit. str.	2 m.	F. Davis	BUTTERFIELD & SWIRE	To-day.
YOKOHAMA & KOBE	IRIS MARU	Jap. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	On 22nd inst. at Daylight.
YOKOHAMA & KOBE	SAVOIA	Ger. str.	2 m.	Doinat	HAMBURG-AMERIKA LINIE	On 24th inst. at Daylight.
YOKOHAMA & KOBE	KUMANO MARU	Jap. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 20th inst. at Noon.
YOKOHAMA & KOBE	FOUCHOW	Brit. str.	2 m.	Yokoyama	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA & KOBE	YOKOHAMA	Brit. str.	2 m.	Yokoyama	BUTTERFIELD & SWIRE	On 16th inst.
YOKOHAMA & KOBE	OSAKA	Brit. str.	2 m.	Gingens	MESSAGERIES MARITIMES	On or about 16th inst.
YOKOHAMA & KOBE	CHUNAN	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	About 23rd inst.
YOKOHAMA & KOBE	MANZURU MARU	Jap. str.	1 m.	T. Saito	OSAKA SHOSHEN KAISHA	On 16th inst.
YOKOHAMA & KOBE	ANPING MARU	Jap. str.	1 m.	I. Goto	OSAKA SHOSHEN KAISHA	On 20th inst.
YOKOHAMA & KOBE	HAIFAN	Brit. str.	2 m.	Rouch	DOUGLAS LAFRAIK & CO.	To-day, at 11 A.M.
YOKOHAMA & KOBE	KWEIYANG	Brit. str.	2 m.	Weigall	BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBE	LOONGSANG	Brit. str.	2 m.	N. Tate	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
YOKOHAMA & KOBE	ROSETTA MARU	Jap. str.	2 m.	R. Rodger	TOYO KISEN KAISHA	To-morrow, at 11 A.M.
YOKOHAMA & KOBE	ZAVIRO	Brit. str.	2 m.	R. Rodger	SHEWAN, TOMES & CO.	On 16th inst. at 10 A.M.
YOKOHAMA & KOBE	SUNGIANG	Brit. str.	2 m.	R. Rodger	BUTTERFIELD & SWIRE	On 20th inst.
YOKOHAMA & KOBE	THUAN	Brit. str.	2 m.	R. W. Almond	BUTTERFIELD & SWIRE	On 23rd inst. at 10 A.M.
YOKOHAMA & KOBE	RUBI	Brit. str.	2 m.	R. W. Almond	BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBE	HAYANG	Brit. str.	2 m.	Courtney	JARDINE, MATHESON & CO.	To-day, at Noon.
YOKOHAMA & KOBE	LAIRANG	Brit. str.	2 m.	J. S. Spence	DAVID SASSON & CO., LTD.	On 21st inst. at Noon.
YOKOHAMA & KOBE	LIGHTNING	Brit. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	On 2nd June, at Noon.
YOKOHAMA & KOBE	KAROSHIMA MARU	Jap. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	On 2nd June, at Noon.

SHIPPING.

ARRIVALS.
May 12, FRIGLAV, Austrian steamer, 618, G. Raudich, Tournon 9th May, General—SANDER, WIELE & CO.
May 12, HONGKONG, French steamer, 742, A. Suzen, Haiphong and Kwangchow 11th May, General—A. R. MARY.
May 12, SHANTUNG, German str., 1,000, Engelhardt, Semblang 2nd May, Petroleum—McBride.
May 12, TREKA, German str., 934, H. Oherlich, Newchwang 11th May, General—JENSEN & CO.
May 13, ACHILLES, British str., 4,498, O. P. Williams, Tientsin via Kobe and Moji 9th May, General—BUTTERFIELD & SWIRE.
May 13, HOIHAO, French str., 600, Merlees, Pakhoi and Hoihow 12th May, General—A. R. MARY.
May 13, KONGKONG, German str., 1,292, J. Spence, Bangkok 6th May, General—NORTH GERMAN LLOYD.
May 13, LORNING, British str., 2,122, J. G. Spence, Calcutta 28th April, General—DAVID SASSON & CO., LTD.
May 13, RAIPUR, British str., 3,164, Bullock, Moji 7th May, Coal—JARDINE, MATHESON & CO.
May 13, SAKONIA, German str., 5,176, H. Brehmer, Shanghai 10th May, General—HAMBURG-AMERIKA LINIE.
May 13, SHAN, British str., 1,235, Carnaghan, Hankow 8th May, Rice—BUTTERFIELD & SWIRE.
May 13, ZAFIRO, British str., 1,611, R. Rodger, Manila 11th May, Hemp—SHEWAN, TOMES & CO.

CLEARANCES.

At the Harbour Master's Office.
13th May.
Aix, British str., for Nagasaki.
Chongqing, British str., for Fuzhou.
Empress, British str., for Shanghai.
Huan, British str., for Shanghai.
Lisa, Norwegian str., for Wosung.
Loongman, German str., for Canton.
Michael, German str., for Pakhoi.
Quangnam, German str., for Swatow.
Shanghai, British str., for Singapore.
Wosung, British str., for Ningpo.

DEPARTURES.

13th May.
AJAX, British str., for Seattle.
BAYERN, German str., for Europe.
CHONGKONG, British str., for Canton.
EMPEROR OF CHINA, British str., for Vancouver.
HUNAN, British str., for Shanghai.
KOBAYASHI, American str., for San Francisco.
LISA, Norwegian str., for Wosung.
LOONGMAN, German str., for Canton.
MICHAEL, German str., for Pakhoi.
QUANGNAM, German str., for Swatow.
WOSUNG, British str., for Ningpo.
SHANGHAI, British str., for London.

VESSELS IN DOCK.

13th May.
ABERDEEN DOCKS.—*Montana*, H.G.M.S. *Jaguar*, *Canton River*, *San Joaquin*, U.S.S. *Montevideo*, *Payson*, *Haiding*, H.G.M.S. *Luchs*, *Pra C. C. Kiao*.
COSMOPOLITAN DOCK.—*Tuichien*.

SHIPPING REPORTS.

The British steamer *Hongkong*, from Haiphong and Kwangchow 11th inst. and light to make a safe landing and heavy weather.
The British steamer *Chongqing*, from Tientsin via Kobe and Moji 9th inst., had light S.E. and S. winds and fine, clear weather throughout.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods.
WM. FARLANE, Manager.
Hongkong 13th November, 1901.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship.

"HAIKUN."

Captain Ratch will be despatched for the above ports TO-DAY, the 14th inst., at 11 A.M.

For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 12th May, 1903. [1408]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship.

"LAISANG."

Captain Courtney will be despatched as above TO-DAY, the 14th inst., at Noon.

This Steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 7th May, 1903. [1373]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

"LOONGSANG."

Captain Whigall will be despatched as above TO-DAY, the 14th inst., at 4 P.M.

This Steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 11th May, 1903. [1389]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship.

"MORAVIA."

Captain Gillhuber will leave for the above places on MONDAY, the 18th inst., P.M.

For Freight or Passage, apply to SANDER, WIELE & CO., Agents.

Hongkong, 11th May, 1903. [1392]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE "Shire" Line Steamship.

"PEMBROKESHIRE."

will be despatched on MONDAY, the 18th inst. The American Asiatic Steamship Company's service home to California.

"NORMAN ISLES" will be despatched on or about MONDAY, the 15th June.

For Freight, &c., apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 12th May, 1903. [1187]

NAVAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS.

in China and Japan for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service home to California. Sailings from CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897. [8]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR

STEAMERS

TO SAIL ON

REMARKS.

MOJI AND KOBE { NANKIN { About 18th May } Freight only.

YOKOHAMA, via SHANGHAI, HAL, MOJI AND KOBE { CANTON { About 20th May } Freight or Passage.

(Passing through the Inland Sea) { C. F. Lockstone, R.M.R. }

LONDON &c. { BENGAL { Noon, 23rd May } See Special Advertisement.

SHANGHAI { CHUNAN { About 23rd May } Freight or Passage.

LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES { MALACCA { Noon, 29th May } Freight or Passage.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 14th May, 1903. [1]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUBZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS

SAILING DATES.

ZITEN ... THURSDAY ... 27th May

STUTTGART ... THURSDAY ... 11th June

ROON ... THURSDAY ... 25th June

PREUSSEN ... THURSDAY ... 9th July

HAMBURG ... THURSDAY ... 23rd July

PRINZ HEINRICH ... THURSDAY ... 6th August

SACHSEN ... THURSDAY ... 20th August

KLAUSCHOU ... THURSDAY ... 3rd September

BAVERN ... THURSDAY ... 17th September

* Steamers of the Hamburg-Amerika Linie. † Calling at Amsterdam.

ON WEDNESDAY, the 27th day of May, 1903, at Noon, the Steamship "ZITEN,"

of the NORDDEUTSCHER LLOYD, Captain B. Wilhelm, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 25th May. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 26th May, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 26th May.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 14th May, 1903. [15]

TOYO KISEN KAISHA.

MANILA LINE.

REGULAR SERVICE.

BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewards carried.

Steamship Captain Tons Sailing Date.

"ROSETTA MARU" N. Tate 3876 Friday, 13th May, at 11 A.M.

"BOHILLA MARU" E. P. Bishop 3869 Friday, 22nd May, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 11th May, 1903. [478]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA, AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY. "Empress" Twin Screw Steamships—4,900 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

1903

R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 27th May.

R.M.S. "EMPEROR OF CHINA" 6,000 Tons. WEDNESDAY, 3rd June.

R.M.S. "EMPEROR OF INDIA" 6,000 Tons. WEDNESDAY, 24th June.

R.M.S. "EMPEROR OF JAPAN" 6,000 Tons. WEDNESDAY, 15th July.

R.M.S. "TARTAR" 4,423 Tons. WEDNESDAY, 22nd July.

R.M.S. "EMPEROR OF CHINA" 6,000 Tons. WEDNESDAY, 8th Aug.

R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 15th Aug.

R.M.S. "EMPEROR OF INDIA" 6,000 Tons. WEDNESDAY, 22nd Aug.

